

Local Hazard Mitigation Plan Annex Eastern Contra Costa Transit Authority (ECCTA)

Introduction

The Eastern Contra Costa Transit Authority (ECCTA), also known as Tri Delta Transit, is the public transportation operator that serves east county residents carrying an average of 8700 passenger trips every weekday. ECCTA operates 69 fixed route and 23 paratransit buses daily with an annual operating budget of nearly \$16M. ECCTA was formed in 1976 as a Joint Powers Agency (JPA) consisting of the cities of Antioch, Brentwood, Pittsburg and the county of Contra Costa. Oakley incorporated as a city in 1999 and joined the ECCTA JPA in 2000.

ECCTA is governed by an eleven member Board of Directors. The Board includes two representatives from each of the four incorporated cities, two representatives from the county, and one at-large member appointed by the other members of the board.

The JPA was created in recognition of the need for local bus service to provide commuter service to BART's Concord, later North Concord, and now Pittsburg/Bay Point stations. The 225 square mile area served is represented by Contra Costa County Supervisory Districts 5 and 3 and includes the unincorporated areas of Shore Acres, Bay Point, Bethel Island, Discovery Bay, Knightsen, and Byron.

ECCTA added paratransit service, also known as Dial-a-Ride, in January 1979 to serve senior and disabled residents of eastern Contra Costa County. Both Dial-Ride and ECCTA's fixed route bus service are provided by a private sector operator under contract with ECCTA.

Planning Process

ECCTA's management team takes a pro-active approach to hazard mitigation planning projects with the Chief Executive Officer (CEO) directly involved in this process. Performance goals, strategies, planning and funding sources are all discussed and applied to decisions regarding any hazard mitigation issues that arise from construction, capital purchases or facility planning projects. The CEO also reports monthly to the Board of Directors the status of these projects.

ECCTA staff has participated in various ABAG workshops and meetings, including the general "kick-off" meeting moderated by ABAG to develop their multi-jurisdictional hazard mitigation plan.

ECCTA has provided ABAG with information on facilities that are viewed as "critical" to ABAG and continues to remain active in responding to their requests for information and assistance in developing this plan.

Hazard and Risk Assessment

The ABAG multi-jurisdictional Local Hazard Mitigation Plan, to which this is an Annex, lists nine hazards that impact the Bay Area, five related to earthquakes (faulting, shaking,

earthquake-induced landslides, liquefaction, and tsunamis) and four related to weather (flooding, landslides, wildfires and drought).

ECCTA's hazards and risks are generally consistent with those identified in the ABAG Multi-jurisdictional Local Hazard Mitigation Plan, to which this is an Annex. ECCTA has no non critical facilities and two critical facilities.

One owned critical facility is ECCTA's Administration, Operations and Maintenance building located at 801 Wilbur Avenue in Antioch, California. This critical facility is operated twenty-four hours a day seven days a week and houses approximately 185 employees, ECCTA's entire fleet of buses and support vehicles, office equipment, bus wash island, fuel island and numerous maintenance tools, equipment, and supplies required to operate bus service in eastern Contra Costa County.

The second critical facility used by ECCTA, is Kregor Peak in Clayton, California. This critical facility is owned by Contra Costa County and space is leased to ECCTA. An ECCTA owned radio and microwave equipment located on this land is used to operate the radio system and bus tracking system on ECCTA's fleet of buses and support vehicles.

Information regarding past occurrences of hazardous events in or near ECCTA's facilities in Contra Costa County can be found at <http://quake.abag.ca.gov/mitigation/disaster-history.html>.

Hazards and risk assessments and strategies are discussed with the appropriate staff and consultants necessary to address the specific purchase of capital equipment, construction of buildings and other projects.

The goals of the hazard and risk assessments are to:

- Ensure the safety and security of ECCTA's employees and passengers
- Minimize disruption of service to ECCTA's passengers
- Minimize damage and loss of ECCTA's equipment and buildings

An examination of ECCTA's potential hazard exposures associated with an earthquake or other natural disaster, indicates that the following ECCTA equipment and or buildings are more vulnerable than ABAG may anticipate:

- ECCTA vehicles: ECCTA owns and operates 100 buses and support vehicles. These vehicles may become damaged or destroyed in an event and must be replaced in order to continue providing service to passengers.
- Office equipment: The equipment and supplies located in ECCTA's main building located on Wilbur Avenue is valued at approximately \$500,000 and may become damaged or destroyed in an event.
- Operating costs: During an event it is anticipated that transit agencies located closer to the major fault lines most likely to rupture, specifically BART and CCCTA, will require ECCTA's assistance to transport passengers from their service area to ECCTA's service area where approximately 5,000 daily

passengers live. Costs associated to providing this service at ECCTA's current operating costs per hour could impact the ability to restore regular service to passengers if costs are not reimbursed in a timely manner.

Finally, ECCTA examined the hazard exposure its two critical buildings based on the information on ABAG's website at <http://quake.abag.ca.gov/mitigation/pickcrit.html>.

- ◆ Neither critical facility is in an Alquist-Priolo Fault Rupture Study Zone,
- ◆ Neither critical facility is in the highest two categories of shaking potential;
- ◆ One critical facility (in Antioch) is in an areas of moderate liquefaction susceptibility mapped by the U.S. Geological Survey;
- ◆ Both critical facilities are in areas where mapping by the Seismic Hazard Mapping Program of the California Geological Survey has not been completed, the hazards shown on these maps when completed, are likely to be consistent with the USGS liquefaction map and existing landslide map;
- ◆ Neither critical facility is in an area are in either the 100-year flood plain or in other flood-prone areas;
- ◆ Neither critical facility is in an area subject to dam inundation;
- ◆ Neither critical facility is in an area of existing landslides; and
- ◆ Neither critical facility is in an area subject to high wildfire threat, but one critical facility is in a wildland-urban interface threat area (in Clayton).
- ◆ Drought is not a problem for transportation agencies.

Based on an overall assessment of ECCTA's operations, the conclusion is that earthquake shaking, liquefaction, and flooding are more important factors than faulting, earthquake-induced landslides, tsunamis, landslides, wildfires, and drought.

ECCTA is particularly concerned with:

- Liquefaction of the levees which could cause possible flooding of the nearby delta
- Roadway damage in the service area causing interruption of service
- Earthquake shaking and or liquefaction causing damage to underground fuel tanks
- Communication tower damaged and unable to communicate with buses in service

Mitigation Activities and Priorities

As a participant in the ABAG multi-jurisdictional planning process, ECCTA staff helped in the development and review of the comprehensive list of mitigation strategies in the overall multi-jurisdictional plan.

The priorities for ECCTA and specific mitigation strategies were discussed at meetings that included the Chief Executive Officer, the Chief Operating Officer, the Director of Planning and Grants, the Director of Maintenance, the Operations Manager, Director of Operations, and the Director of Administrative Services.

The mitigation strategies were reviewed and decisions made on each strategy's priority based on a variety of criteria, not simply on an economic cost-benefit analysis. These criteria include being technically and administratively feasible, politically acceptable, socially appropriate, legal, economically sound, and not harmful to the environment or our heritage.

ECCTA staff is committed to continue efforts to develop identify and forecast specific hazard and risk information to make appropriate decisions regarding hazard mitigation.

The Chief Executive Officer (CEO) has reviewed and approved the final draft of ECCTA's plan. The CEO will present the final plan to ECCTA's Board of Directors to vote on for adoption at the July 27, 2005 board meeting.

ECCTA will use a variety of project-specific mechanisms to ensure that the projects and mitigation strategies identified as existing or having relatively high priorities in this Annex are implemented. Being that ECCTA is a small agency and has no formal planning department, administrative staff commit to sit down to make the decisions on project priorities that incorporate the goals, objectives, and strategies identified in this annex in requests that are incorporated into the annual Capital Improvement Grant Application submitted to MTC, in the annual Operating Budget, and in the annual Capital Improvement Budget. For example:

- ◆ The Agency recently added a new office building that was constructed to advanced building code standards by putting this requirement in the Capital Improvement grant application.
- ◆ The recent shelving installed in the Administrative Office Building was specified as being attached to the wall to resist earthquake forces.
- ◆ A future project will be anchor the shelving in the parts room to the floor will be specified in the Capital Improvement Budget for FY 2006-2007.

In addition, ECCTA may, in the course of reviewing the infrastructure mitigation strategies that have not yet been considered, identify activities with high or very high priorities and may seek funding support for initiation of those activities.

Plan Maintenance and Updating Process

ECCTA is committed to reviewing and updating this plan annex at least once every five years, as required by the Disaster Mitigation Act of 2000. The plan will be monitored on an on-going basis. Triggers that may be used to signal a need for an update will include major disasters affecting ECCTA's service area, legal challenges, and notices from ABAG as the lead agency in this process. This Annex will be a discussion item by ECCTA management staff at least once each year in April. At that meeting, the Annex will be evaluated in light of technological changes or other significant events during the past year. This group will be responsible for determining if the plan should be updated.

In addition, the public will be involved whenever the plan is updated and, as appropriate, during the monitoring and evaluation process. All public comments will be reviewed and evaluated. Publicly initiated changes will be integrated into the plan updates as necessary.

ECCTA staff will contact ABAG four years after this plan is approved to ensure that ABAG plans to undertake the plan update process. If so, ECCTA will participate in the multi-jurisdictional plan.

If ABAG is unwilling or unable to act as the lead agency in the multi-jurisdictional effort, other agencies, including the City of Antioch, and the Contra Costa County Office of

Emergency Services, will be contacted for the possible joint development of an updated plan.